

Impaired Driving Prevention FY2017

There were more than 49,000 alcohol-impaired crashes and 9,700 drug-impaired crashes from 2011-2015. Each year there are approximately 11,000 impaired crashes where fatalities, injuries, or property damages could have potentially been avoided. Impaired driving crashes have remained a steady percentage of fatal crashes since the mid 1990s, both in Michigan and nationwide. The Office of Highway Safety Planning (OHSP) seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

****Please see the Police Traffic Services section for overtime enforcement.****

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 1,036 by December 31, 2018.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 464 by December 31, 2018.

Task 1: Enforcement Support		\$806,500
Section 405(d) funds		\$791,500
Section 402 funds		\$15,000

Impaired Driving Detection Training

Project Number	AL-17-01	
Benefit to Locals	Yes	
Grantee	Michigan State Police-Training Division	
Grant Amount, Funding Source	\$284,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objective	To increase the quantity and quality of impaired driving arrests by supporting and funding Standardized Field Sobriety Training (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE), by conducting at least 50 classes by September 30, 2017.	

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This SFST and ARIDE strategy will use federal funds to support a full-time SFST/ARIDE project director to coordinate the programs and provide training and materials to law enforcement agencies.

The project director will develop a training schedule for approximately 30 or more basic SFST classes, an undetermined number of SFST refresher classes, one SFST instructor school, SFST instructor refresher classes as needed, and 18 ARIDE classes.

The project director will work with existing Drug Recognition Expert (DRE) instructors to coordinate ARIDE training, and provide needed centralized program oversight. Centralized program oversight is essential to ensure that NHTSA standards are upheld in both the SFST and ARIDE training programs. A lack of oversight leads to substandard teaching, use of outdated materials, poor recordkeeping, minimal or inaccurate data collection, distribution of inaccurate or misleading information, and a breakdown of the training program.

Funding will support a training coordinator and expenses to administer SFST and ARIDE classes, including instructor costs, scheduling, facilities, and programmatic/financial oversight.

Drug Recognition Expert Training (DRE)

Project Number	CP-17-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$ 220,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objective	Conduct at least one DRE class to increase the number of DRE trained officers by 23 percent from 99 in 2016 to 118 by September 30, 2017. To increase the number of certified DRE instructors by 20 percent from 15 instructors in 2015 to 18 instructors by September 30, 2017.	

Since June 1, 2011, when Michigan's first class of certified DRE students hit the streets, DREs have conducted more than 1,722 enforcement evaluations. These enforcement evaluations are conducted by DREs only when a driver is exhibiting impairment inconsistent with the level of alcohol in their system or when zero alcohol is indicated on the breath test. In many instances, these are situations where drivers would have been released had it not been for the intervention of a DRE.

Since 2008, with the start of the Medical Marijuana Act provisions, 839 DRE evaluations have been conducted. In 2015, more than 40 percent of DRE opinions relating to the category of drugs causing impairment were cannabis.

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The DRE State Coordinator will schedule at least one DRE School for FY2017 for 20 police officers and an undetermined number of prosecutors. This will increase the number of DREs in the state to 118.

To fulfill DRE recertification requirements, one minimum eight-hour continuing education class for all Michigan DREs will be conducted. In addition, at least one eight-hour training session for all 2017 DRE graduates on courtroom testimony will be conducted within six months of graduation.

Michigan also will train at least three additional DREs as instructors. Increasing the number of DRE instructors will allow Michigan to expand the number of ARIDE training classes and better coordinate the DRE School.

Funding will support instructor costs, scheduling, facilities, materials, and programmatic/financial oversight.

MADD (Mothers Against Drunk Driving) Law Enforcement and Prosecutor Recognition

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	Prosecuting Attorneys Association of Michigan (PAAM)	
Grant Amount, Funding Source	\$5,000	405(d)
Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$2,500	405(d)
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Provide at least 25 summit scholarships to law enforcement award winners to further their traffic safety education by September 30, 2017.	

MADD provides impaired driving recognition awards to law enforcement and prosecutors. For more than a decade, MADD has recognized law enforcement officers and for the past seven years, they have also recognized prosecutors.

Funding will support recognition awards and provide Traffic Safety Summit scholarships for winners to receive additional impaired driving enforcement training.

“Michigan Traffic Stop” Cellular Phone App

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$15,000	402
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the	

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	criminal justice community. Explore innovative countermeasures for impaired driving.
Project Objective	To develop and distribute one mobile phone app to assist law enforcement officers with questions and issues that arise during traffic stops related to impaired driving by September 30, 2017.

Police officers need up-to-date, relevant information when they are on a traffic stop. While legal updates are helpful, police officers face very intricate issues during a traffic stop and typically do not have specific reference information needed out in the field.

A free mobile phone app for both Android and Apple devices will provide the relevant information for incidents that arise during a traffic stop. Development of this app began in 2015 and will be completed in 2016.

Funding will support the continued development and distribution of the traffic stop app.

MADD Victim Impact Panel Video Project

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$30,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Develop and distribute a victim impact video by September 30, 2017.	

MADD coordinates nearly 30 victim impact panels across the state. These panels are staffed by unpaid volunteers, and their success relies upon the availability and willingness of victims to speak about what became the most horrific event in their lives. The speakers are sometimes not available and cancel at the last minute.

MADD seeks the OHSP's assistance in the development of a video, featuring vignettes of current Michigan-based impaired driving stories, as told by and through the victims. This video can be shown at victim impact panels around the state in the event of last-minute cancellations.

The OHSP will partner with MADD to develop and produce the victim impact panel video project.

Funding will support the development and distribution of the video.

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Ignition Interlock Violation Management System

Project Number	AL-17-02	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$250,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support efforts to increase sobriety courts and the use of ignition interlocks. Explore innovative countermeasures for impaired driving.	
Project Objective	Complete implementation of an automated violation management system by September 30, 2017.	

Knowledge and use of alcohol interlocks as a tool for supervision programs expanded rapidly in the past decade. Governments and criminal justice agencies have embraced alcohol interlocks as an essential component of a comprehensive drunk driving strategy. Usage rates in Michigan for these devices have grown from less than 500 devices in 2010 to 8,539 devices in 2014.

The current 22-step process for violations is handled by two MDOS analysts, beginning when the violation reports are received from vendors to mailing an official order of action from MDOS. This is not the ideal setup because it relies on the ignition interlock vendors to report the violations.

An automated violation system would reduce the 22-step process to eight steps for the analysts. Violations would be sent directly from the ignition interlock devices to MDOS, thereby ensuring the integrity and security of the information transferred to MDOS. Development of this system began in 2015 and will be completed in 2017.

Funding will support the continued development and implementation of the automated violation management system.

Task 2: Adjudication	\$2,380,000
Section 405(d) funds	\$2,380,000

Traffic Safety Resource Prosecutor (TSRP)

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$550,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Provide recommendations related to impaired driving legislation.	
Project Objective	Maintain two TSRPs and an administrative	

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	<p>assistant by September 30, 2017.</p> <p>Provide at least 10 professional education opportunities for law enforcement and prosecutors by September 30, 2017.</p> <p>Provide legal reference materials and technical assistance to the traffic safety community by September 30, 2017.</p>
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Effective prosecution is an essential component for deterring impaired driving. If prosecutors do not have specialized training in the prosecution of impaired drivers, they will be unprepared for the complexities of impaired driving case law and court practices. The OHSP has supported a traffic safety resource prosecutor since 2000, which is now a national best practice.

As new legislation is introduced involving such quickly evolving issues as medical marijuana, texting, and ignition interlocks. It is critically important to educate prosecutors and law enforcement while supporting their efforts to prosecute impaired drivers in order to reduce impaired driving fatalities and injuries.

The TSRPs provide training on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to prosecuting attorneys and other law enforcement agencies.

Funding will support two full-time TSRPs and an administrative assistant, as well as related expenses for training prosecutors and law enforcement.

Judicial Outreach Liaison (JOL)

Project Number	AL-17-04
Benefit to Locals	Yes
Grantee	Michigan Judicial Institute (MJl)
Grant Amount, Funding Source	\$50,000 405(d)
Grant Start-up	October 1
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Provide recommendations related to impaired driving legislation. Promote efforts to increase sobriety courts and the use of ignition interlocks.
Project Objective	Maintain the JOL position through September 30, 2017.

Judges, particularly those who work in limited jurisdiction courts like Michigan's district courts which cover the majority of traffic-related offenses, are often overlooked in education and communication opportunities. Judges often lack the ability to gain and share the knowledge needed to resolve the legal and evidentiary issues that challenge them daily in adjudicating impaired driving and other motor

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vehicle-related cases.

The judicial outreach liaison works to unite the outreach efforts of the National Highway Transportation Safety Administration (NHTSA) and the American Bar Association Judicial Division, targeting different regions of the country to educate and mobilize support for traffic safety activities.

The JOL will work to improve community outreach, provide quality education, and promote confidence and trust in the judiciary. This national template is used to support the JOL program in Michigan, which runs in a similar fashion to the TSRP program. Michigan's JOL program will be coordinated through the MJJ, a training division of the State Court Administrative Office (SCAO) of the Michigan Supreme Court.

Funding will support one part-time position.

Adjudication Training

Project Number	AL-17-04	
Benefit to Locals	Yes	
Grantee	MJJ	
Grant Amount, Funding Source	\$20,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Promote efforts to increase sobriety courts and the use of ignition interlocks.	
Project Objective	Train up to 1,000 district court judges, magistrates, drug treatment court staff, and probation officers by September 30, 2017.	

MJJ will contract with speakers to provide training and educational materials to the judicial community on pertinent impaired driving issues such as ignition interlocks and medical marijuana. Judicial training is the key to consistent understanding of impaired driving issues, procedures, and needed areas of improvement that offer knowledge crucial to effective sentencing in impaired driving cases.

This strategy was selected because the MJJ is recognized as the entity within Michigan, with a capacity and expertise, to provide training for judges, magistrates, probation officers and judicial personnel. Evaluation will be provided through surveys of training programs to determine if the participation resulted in any procedural changes in their courts.

Funding will support MJJ's training efforts for criminal justice officials.

Sobriety Court Enhancement

Project Number	AL-17-05	
Benefit to Locals	Yes	
Grantee	SCAO	

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Grant Amount, Funding Source	\$1,710,000	405(d)
Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$50,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Promote efforts to increase sobriety courts and use of ignition interlocks. Explore innovative countermeasures for impaired driving.	
Project Objective	<p>Add up to five new drug court programs accepting offenders by September 30, 2017.</p> <p>Expand up to three regional drug courts by September 30, 2017.</p> <p>Send staff from up to two courts to the National Alcohol Court Training workshop by September 30, 2017.</p>	

One of the most dramatic developments in the last 20 years in the movement to reduce substance abuse among the U.S. criminal justice population has been the implementation of specialty courts. This includes alcohol and drug courts that address the underlying behavior of the offense that brought an offender to the criminal justice system.

Alcohol/drug courts seek to guide addicted offenders into a treatment program that reduces their substance use dependence and improves their quality of life. In the typical alcohol court program, participants are closely supervised by a judge and supported by a team of agency representatives that operate outside of their traditional adversarial roles. Addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers work together to provide needed services to drug court participants.

Funding will provide for up to five additional specialty courts to initiate sobriety court operations in FY2017. Support will include funding for probation officers, overtime, drug testing, and transportation. It will also provide funding to send up to two staff from two courts to the national court training.

Task 3: Reducing Underage Drinking	\$565,000
Section 405(d)funds	\$565,000

Enforcement of Underage Drinking Laws (EUDL)

Project Number	AL-17-06+	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$500,000	405(d)
Grant Start-up	October 1	

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SHSP Strategy	Explore innovative countermeasures for impaired driving. Continue high visibility enforcement.
Project Objective	Conduct overtime enforcement in up to 15 counties by September 30, 2017.

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the second highest age category for impaired driving crashes.

Underage drinking is associated with a host of problems, ranging from academic issues (dropouts and expulsions) to crime (as victim or perpetrator) to alcohol poisoning and suicide.

One of the most serious unintentional outcomes of underage drinking is fatalities and injuries from traffic crashes. While reviewing the trends in traffic crash data leads one to believe the numbers are moving in the right direction, efforts to sustain the positive outcomes must be maintained.

Enforcement can reduce underage drinking by limiting availability and intervening in its actual use. Officers work with retailers to prevent sales to minors. Compliance checks confirm that retailers are following the law. Party Patrol details address underage drinking in private residences and open areas. Controlled dispersal training prevents further problems that can arise from breaking up the parties.

Funding will support overtime enforcement efforts.

Underage Drinking (UAD) Enforcement Training

Project Number	CP-17-01	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source	\$65,000	405(d)
Grant Start-up:	October 1	
SHSP Strategy:	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Continue high visibility enforcement. Support public information and education campaigns.	
Project Objective:	Conduct at least 10 UAD enforcement trainings as needed by September 30, 2017.	

With the recent reinvigoration of underage drinking enforcement grants, law enforcement agencies need specialized training in controlled dispersal, compliance checks, and legal updates.

The OHSP will contract with a vendor to provide training to law enforcement agencies to teach them about monitoring for underage drinking activities in their communities. The OHSP will contract with two to four police officers who are

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content experts on UAD enforcement. Trainers would be paid only for specific, OHSP-approved trainings.

Funding will support training costs such as conference room rentals and contractual costs.

Task 4: Program Management		\$550,000
Section 402 funds		\$550,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$550,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.